CLASING OUGEATIONS. floogkone and Mangaat Bank--------- per cent tremium, buyers. charc' sellers. China Traders' insurance Company-\$68 per Marth China Insurance-Tis. 265 per share, Carton minning Company, Limited-\$74 per ware, soles. Y buggsze formomen Association-Tis. 108 per chare, gellers: Chiteges Inchange Com iny -\$170 per share, sellers. O: The Salarance Company, Limited-Tis, 150 ber thate. Chanckrope files tusur ence Company-\$322} per 'share, sellers. Chine time in or each Company-\$73 per share, sellers. Hongko te and Whampon Dock Company, 30 ver cent, oremitte, buyers. Hangleong, Chillian, in A Micao Steamboat Co. -£206 oc share, buyers. Tha and Mant Chan Ship Company-60 der shar , buyers. Hometong Cons Company-\$130 per share. Handone Hotel Company, -- \$170 per share, Indesections Steam Navigation Company. d unuted -- 12) per cent, dis., sales. Douglas Steamship Company-\$51 per share. Charia Sugar Reaming Company, Limited-\$149 per share, buyers. per sicue, seller-Himphole the Chapters, 165 per share, buyers. and the construction of the property of the contract of the co - (80 per starte. Charlese Imperial Loan of 1884 B-8 per cent, Chinase Imperial Loan of 1884 C-10 per cent. premium, buvers. Chinese imperial Loan of 1886 E-12 per cent ' & mated - 251 reg shate. Train Montay and Smelting Company-\$20 Panjora and Supplied Day Samantan Mining Co. · 1111 . vs he buvers. Dorgham, and morroom Wharf and Godown Company: 61 per cent, premium, sales and at 4 months sight 3701 a the assignmenths' ... ober 1974 in beschieben der der der Lauter **3.80** be Sen 15 7 and James 222 722 The Addition ET .- THIS DAY, 16 - 9, 27 3 - 2 - 1 - 1 - per picul, \$550 (Asto varioe, Tacks 16 to 48). OLD [JAI.w.s.vorr pigut \$570 to \$580 Williaminge, Paels 16 to 32), NEW Trend in fout choices per chest \$485 New Parsa Perst choice) per chest \$4874 (RW 47/15A, (second choice) per chest... \$4824 TRW DETAILED, (without choice) per chest \$477 There the extent that total per chest \$4871 ov Presentationst quality) per picul \$640 and Eustrational opinion perpicul \$600 and beauties becomed quality) per picul (155)

CHINA COAST METEOROLOGICAL REGISTER.

edit3/01

2nd May, 1888.—At 4 p.m. e de a se de la Wind. La la c

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HONGKONG TEMPERATURE

MAILS EXPECTED:

THE CANADIAN MAIL. The Canadian Pacific Line steamer Batavia. with the Canadian mails, left Shanghai on the and instant, and is due here about the 5th.

STEAMERS EXPECTED. The Austro-Hungarian Lloyd's S. N. Co.'s steamer Berenice, from Trieste, left Singapore

on the 28th ultimo, and is expected here on the 5th instant. The D. D. R. steamer Lydia, from Hamburg, left Singapore on the 1st instant, and is expected

here on or about the 7th

The P. & O. S. N. Co.'s steamer Khiva, left Bombay on the 21st ultimo, and is expected

here on the 8th instant. The Navigazione Generale Italiana Co.'s steamer Bisagno, left Singapore on the 3rd instant, and is due here on the oth.

whipping.

ANTON, German steamer, 396, E. Aereboe, and May,-Pakhoi, and Hoihow 1st General.-Wieler & Co.

CANTON, British steamer, 1,110, Bremner, 3rd May,-Shanghai 29th April, and Swatow. and, General, Jardine, atheson & Co. THALES, British steamer, 820, Hunter, 3rd May, -Taiwan, Amoy, and Swatow and May, General.-D. Lapraik & Co.

HEVER, German steamer, 388, B. Deilefsen, 3rd May, -Whampoa 3rd May, General. -Siemssen & Co.

HYDASPES, British steamer, 1,897, S. Bason, 3rd . May,-Shanghai 1st May, General.-P. &

CLEARANCES AT THE HARBOUR OFFICE, Namoa, British steamer, for Swatow, &c. Taisang, British steamer, for Singapore, &c. New Guinea, British steamer, for Shanghai. Anton, German steamer, for Holhow. Esmeralda, British steamer, for Kobe.

DEPARTURES. May 2, Nanshan, British steamer, for Swatow. Lation Sugar in morng Company, Limited-\$58 | May 2, Moray, British steamer, for Shanghai. May 3, Amoy, British steamer, for Shanghai. May 3, Kambler, British surveying vessel, for a

May 3, Fidelio, German steamer, for Takao. Colluse Topestal Loan of 1884 A-2 per cent. May, 3, Frejr, Danish steamer, for Haiphong. May 3, Glenshiel, British steamer, for Yokohama, &c.

May 3, Glengyle, British steamer, for Shanghai. May 1, Namoa, British str., for Swatow, &c. May 3. Esmeralda, British steamer, for Hai-

May 3, Taisang, British str., for Singapore, &c. tions; the Manufacturing Company, May 3, New Guinea, British str., for Shanghai. May 3, Visayas, Spanish str., for Amoy, &c.

> PASSENGERS-ARRIVED. Per Thales, str., from Taiwan, &c .- 64 Chi-

Per Canton, str, from Shanghai, &c .-- Mr. Barney, and 84 Chinese. Per Hydaspes, str., from Shanghai, -- For Hongkong. - Mrs. Ah Ping and amah, Miss Renter, Major Churchill and servant, Messrs. 11-12-T-umant-C-S-Addis,-Williams,-E-D.-Hanson, A. Munto, J. M. Hunter, and 6 Chi2

Per Freir, str., for Haiphong.-4 Europeans and 25 Chinese. Fer Gleneyle, str., for Shanghai.-10 Euro-

Per Esmeralda, str., for Kobe.—17 Europeans, and 6 Chinese. Per Namoa, str., for Amoy.-Mr. Moyazato.

For Foochow.-Mr. and Mrs. Galton, Mr. and Mrs. England and child, Mr. and Mrs. Health. Messrs. W. J. Robinson ana G. Slade.

TO DEPART. Per Anton, str., for Holhow .- 50 Chinese. Sergeant and Mrs. Warren, Mrs. White, Mr. C. 1'. Harton, and 2 Europeans.

The British steamship Thales reports that she left Taiwan, Amoy, and Swatow on the and instant. From Swatow to Chelang Point severe thunderstorm and much rain; thence to port fresh north-east wind and rain. In Swatow, the teamships Haiphong, Meefoo, and Wenchow, The British steamship Canton reports that

the left Shanghai on the 20th ultimo, and Swan tow on the 2nd instant. From Shanghai to Swatow had moderate wind and fine,". From Swatow to port had thick rainy weather. Passed the barque Mary Stewart on the 1st inst. off

lost Office.

For Swatow, Amoy, & Tamsui,-Per For-

mosa, to-morrow, the 4th instant, at 11.30 A.M. For Straits and Bombay.—Per Lombardy, to-morrow, the 4th instant, at 2.30 P.M. For Saigon.-Pe: Septima, to-morrow, the 4th instant, at 3.30 P.M. For Saigon, -Per Protos, to-morrow, the 4th

instant, at 4.30 P.M. . For Haiphong. - Per Marie, to-morrow, the 4th instant, at 5.00 P.M. For Europe, &c .- Per Teheran, on Saturday,

the 5th instant, at 11.00 A.M. For Nagasaki, Kobe, and Yokohama.—Per Hydaspes, on Monday, the 7th instant, at 5.00 For Singapore.-Per Iphigenia, on Tuesday,

the 8th instant, at 1.30 P.M. For Kobe, Yokohama, Vancouver, B.C., and San Francisco.-Per Zambesi, on Tuesday, the 8th instant, at 2.30 P.M. For Europe, &c .-- Per Bayern, on Wedness day, the oth instant, at 3.00 P.M.

For Europe, &c., Australia, Madras, Calcutta, and Mauritius.-Per Melbourne, on Thursday the 10th instant, at 11.00 A.M. For Yokohama and San Francisco.-Per Oceanic; on Thursday, the 10th instant, at 2.30

SHIPPING IN HONGKONG.

STEAMERS.

AGNES, British steamer, 2,070, J. Pinkham, 2nd May,—Saigon 27th April, Rice and Paddy, -Adamson, Bell & Co. ASHINGTON, British steamer, 856, Reynell, 21st April, Saigon 16th April, Rice. Wiele

BENALDER, British steamer, 1,331, R. W. Thomson, 28th April,-Saigon 24th April, Rice.—Gibb, Livingston & Co. BENARTY, British steamer, 1,119, Le Boutillier,

and May,—Saigon 28th April, Rice.—Gibb, Livingston & Co. CHANGSHA, British steamer, 1,464, J. E. Williams, 22nd April,—Sydney 20th March, Brisbane 31st, Townsville 3rd April, Cooktown 5th, Thursday Island 8th, and Port Darwin 13th, Coals and General.—Butter-

field & Swire. CHINGTU, British steamer, 1,259, J. D. C. Arthur, 29th April,-Sydney 10th April, Townsville 15th, Cooktown 16th, and Thursday Island 19th, General.—Butterfield

& Swire. DEEPDALE, British steamer, 1,760, J. Sharp, 2nd May, -Kobe 25th April, Rice. -Adamson, Bell, & Co. DEVAWONGSE, British steamer, 1,057, Loff, 29th

Yuen Fat Hong. DEVONBURST, Dutch steamer, 1,160, P. Houthoff, and May,-Batavia 20th April, and Singapore . 37th, General .- Jardine, Matheson

-Hongkono--- Stramers-Continued. FAME, British steamer, 117, A. Stopani.-Hong. kong and Whampoa Dock Co. FORMOSA, British steamer, 687, P. Hall, and May,-Tamsui 27th April, Amoy 28th, and Swatow ist May, General.-D. Lapraik

& Co. KWONGSANG, British steamer, 985, Sellar, 1st May,-Whampon 1st May, General Jaydine. Matheson & Co. LOMBARDY, British steamer, 1,570, C. F. Preston, 23rd April,-Yokohama 14th April,

Mails and General.—P. & O. S. N. Co. MARCIA, British steamer, 1,060, Geo. Pennick, 30th April,-Nagasaki 25th April, Coals,-Mitsui Bussan Kaishia.

MARIE, German steamer, 704, T. Hohlmann, 30th April,-Salgon 26th April, Rice and Paddy,-A. R. Marty. HAYDN BROWN, American ship, 822, C. H. Havener, 30th April, -Newcastle 3rd March,

Conls.-Butterfield & Swire. MORAY, British steamer, 1,411, Wm. S. Duncan, 28th April, -Singapore 22nd April, General -Adamson, Bell & Co.

OCEANIC British steamer, 3,808, Jno. Metcalfe, 1st May,-San Francisco 7th April, and Yokohama 26th, Mails and General.-O. & O. S. S. Co.

PILOT FISH, British steamer, 161, A. Stopani,-Hongkong and Whampoa Dock Co. PRIAM, British steamer, 1,400, E. T. Jackson, 1st May,-Liverpool, and Singapore 25th April,

General .- Butterfield & Swire. PROPONTIS, British steamer, 1,387, G. Heasley, 27th April,—Haiphong 25th April, General.
—Adamson, Bell & Co.

PROTOS, German steamer, 1,093, C. Sörensen, 30th April.—Saigon 25th April, Rice and Paddy,-Ed. Schellhass & Co.

RECORDER, British steamer, 676, Madge, 29th April,—Cape St. James 27th April, Sub-marine Cable.- E. E. A. & C. Telegraph

SEPTIMA, German steamer, 783, P. Hansen. '2nd May,-Saigon 28th April, Rice.-Ed. Schellhass & Co. TEHERAN, British steamer, 1,670, F. H. Sey-

mour, 30th April,-from Nagasaki, Kobe, and Yokohama, Mails and General.-P. & O. S. N. Co. VORWAERTS, German steamer, 612, J. Bruhn, 29th April,-Saigon 25th April, Rice,-

Wieler & Co. YANGTSZE, British steamer, 814. Tonningsen, 27th April,-Whampoa 27th April, General -Siemssen & Co.

ZAMBESI, British steamer, 1,564, Tiddy, 2nd May,-Kobe 25th April, General.-Adam--son-Hell-&-Co-

na sy jasm nammenije. ANTOINETTE British back 884, E. Th. Bunje 30th April.-New York 5th January, Kerosinc Oil.—Order.

B. P. CHENEY, American ship, 1.259, Hughes, 25th Jan .. - New York 17th August, Kerosene Oil .- D. Lapraik & Co. CENTENNIAL. American ship, 1.222, J. M.

Bearse, 27th Jan.,-New York 18th Sept., Kerosene Oil.-Russell & Co. COLUMBUS, German, ship. 1,429, L. Haesloop, 11th April,-Singapore 9th March, Timber.

-Captain. ERLKOENIG. Chinese bark. 457, Opium Examination hulk, Stonecutters' Island.-Chinese Customs.

F. H. DREWS, German steamer, 624, A. H. Rothhart, 15th April,-Bangkok 6th March, Rice.—Chinese.

PRINTZENBERG, German bark, 550, Ahrens, 17th, April,-Honolulu 5th March,

General. Melchers & Co. IRIS, British 3-m. schooner, 206, H. C. Swan, 25th April,-Freemantle, W.A., 18th Feb., Sandalwood. - Siemssen & Co.

LADY HAREWOOD, British bark, 382, T. H Williams, 19th April,-Honolulu . 11th March, General.—Master. Louisk, German baik, 653, T. Köhne, 1st May,

-Hamburg 6th December, General.-Siemssen & Co. LOONGWHA, British 3-m. schooner, 74, S. A.

Lord. 18th April,-Gorontalo (Celebes), 8th March, Ratians and Ebony Wood,-Ed. Schellhass & Co. MOUNT LEBANON, American batk, 530, Chas,

H. Nelson, 17th April,—Rajang, Borneo S. 18th March, Timber,—Arnhold, Karberg S. & Co. PACTOLUS, American ship, 1,14", H. D. Burn,

ham, 20th April,-Shanghai 11th April, Ballast.—Pustau & Co. PENSHAW, British bark, 729, Geo. Parker, 31st March,-Pitogo 23rd March, Timber,-

Lane, Crawford & Co. SANTA FILOMENA, Spanish steamer, 449, J. de

Mendiguren, 24th Jan.,-Iloilo 31st Dec., General.—Kwong Cheong Tai. TITAN, American ship, 1,276, Allyn, 28th Jan., -New York 28th August, Kerosene Oil.-

Russell & Co TETUAN, German bark, 138, Röper, 1st April,-Singapore 29th January, Hardwood and

Timber.-Chinese, YOUNG SIAM, Slamese bark, 750, Kock, 26th April,-Bangkok 28th March, General.-

IMPERIAL CHAMPAGNE. WHAMPOA.

KUTSANG, British steamer, 1,495, Slesser, 2nd May, Wuhu 28th April, Rice, Chinese. KWANGLEE, Chinese steamer, 1,508, Knights, 1st May,-Shanghai 27th April, General.-C. M. S. N. Co. NINGPO. British steamer, 762, Schulz, 1st May,

-Shanghai 27th April, General.-Siemssen PERINO, German steamer, 965, G. Henermann, 26th April.—Bangkok 21st April, Rice.— Sietnssen & Co.

YRA, German steamer, 664, E. A. Jacobsen, rst May,-Chefoo 24th April, Beans,-Slemssen & Co. 55

RIVER STEAMERS.

Fatshan, British steamer. 2,260, W. E. Clarke, -Hongkong, Canton, & Macao Steambont Co. 🛰 Hankow, British steamer, 2,235, Lloyd.-

Butterfield & Swire. Ho-nam, Britishsteamer, 1,377, G. B. Lefavour. Hongkong, Canton, & Macao Steamboat Co. Kiu-kiang, British steamer, 617, 5. W. Goggin.--Hongkong, Canton, & Macao Steam-boat Co. Kiung-chow, British steamer, 159, E. Gaine, -Hongkong, Canton, & Macao Steamboat

Pasig, Chinese steamer, 284, G. W. Wright.-Kiang-ping, Chinese steamer, 360, Holmes,-China Merchants S. N. Co. April, Bangkok 23rd April, General Powan, British steamer, 1,800, J. P. Hoyland

-Hongkong, Canton, & Macao Steam-boal White Cloud, British steamer, 527, W. J. Risby -Hongkong, Canton, & Macao Steam-boat

<u>, 33 - 23, 31 - 31 - 31 - 31 - 31 - 31 - 31 - 31</u>	TEAMERS EXPECT	D IN HONGKONG	
SIEAMERS.	FROM.	DATE DUE	ACENTS.
Batavia	Vancouver	May 5th	Adamson, Bell & Co.
Lydla Khiva Bisagno	Bombay	May 7th	Siemssen & Co.

STEAMERS LOADING IN HONGKONG. DESTINATION. VESSELS. AGENTS. DATE OF LEAVING. London,&c., via Suez Canal Teheran...... P. & O. S. N. Co...... London, via Suez Canal ,... Achilles Butterfield & Swire May 10th. San Francisco, via Y'hama Oceanic...... O. & O. S. S. Co...... May 10th, at 3 p.m. San Francisco, via Y'hama City of Rio de Janeiro. Pacific Mail S. S. Co... May 19th, at 3 p.m. Sydney, Melbourne, &c. ... Tannadice...... Russell & Co...... May 12th, at 3 pm. Port Darwin, &c..... Chingtu..... Butterfield & Swire..... May 12th, daylight. Bombay, via Straits...... Lombardy P. & O. S. N. Co. To-morrow, at 3 p.m. Penang May 12th, at 4 p.m. Singapore and Penang ... Deuteros Ah Yon & Co.......... May 7th, at 4 p.m. Yokohama, via N'saki, &c. Hydaspes P. & O. S. N. Co....... May 8th, daylight. Tientsin Hoihow Butterfield & Swire May 10th. Shanghai, Kobe, &c...... New Guinea Adamson, Bell & Co.... To-morrow. Swatow, Amoy, &c...... Formosa Douglas Lapraik & Co.. To-morrow, at noon.

Untimations.

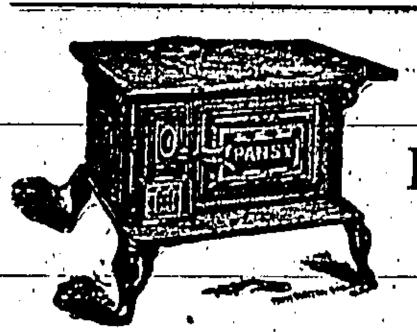
W. POWELL & CO

HAVE RECEIVED EX LATEST STEAMERS.

NEW SPRING AND SUMMER GOODS

IN EVERY DEPARTMENT. W. POWELL & CO.

VICTORIA EXCHANGE. (TELEPHONE 11) Hongkong, 5th April, 1888.



COOKING

DIFFERENT-STYLES.

MUSTARD & CO., SHANGHAI.

Shanghai, 15th March, 1888.

F. Blackhead & Co.

SHIP-CHANDLERS, SAIL-MAKERS,

PROVISION MERCHANTS,

NAVY CONTRACTORS,

GENERAL' COMMISSION AGENTS No. 11. Praya Central,

(Opposite Pedder's Wharf).

RAHTJEN'S GENUINE COMPOSITION

THE BOTTOMS OF IRON SHIPS CARBOLINEUM AVENARIUS (1.

PRESERVATIVE AGAINST ROTTING, DECAY, &c., of WOOD. CHR. MOTZ & Co., BORDEAUX, CLARETS

LA GRANDE MARQUE. FLENSBURG STOCKBEER, ENGINEERS AND BLACKSMITHS' TOOLS. AND EVERY KIND OF SHIP'S

STORES AND REQUISITES

* ALWAYS IN STOCK REASONABLE PRICES. ALL KINDS OF

Hongkong, 1st January, 1885. AND R. TENNENT'S

PORTER. DAVID CORSAR & SONS MERCHANT NAVY? NAVY BOILED CANVAS LONG FLAX CROWN ARNHOLD, KARBERG & Co., Hongkong, 18th June, 1881 FOR SALE

AT WHOLESALE PRICES. CACCONES' SHERRY; PORT. CLARETS, CHAMPAGNE. HOCKS, BURGUNDY. BRANDY, WHISKIES, ALE, STOUT. MACHINERY, COOKING STOVES, SCALES, BICYCLES and TRICYCLES. PAINTS, OILS, VARNISH. PIANOS, SINGER'S SEWING MACHINES

Apply to W. G. HUMPHREYS & Co. Bank Buildings. Hongkong, 19th December, 1885.



able boon use Lamplough's Punnic Salium. It strikes at the root of disease, improving Digestion by clearing away obstructions from the Stomach, Liver, Kidneys, and Sowels, and at the same time renovating the Blood, eradicating poisonous and feverish humours. See large Advi.

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THE GREAT BLOOD PURIFIER AND RESTORER. LARGEST SALE OF ANY MEDICINE IN THE WORLD. Overwhelming testimony accompanies every

bottle, proving this to be THE GREATEST MEDICINE EVER DISCOVERED. For cleansing and clearing the blood from all impurities, it cannot be too highly recommended. For Scrofula, Scuryy, Skin and Blood Diseases, and Sores of all kinds, it is a never-failing and permanent cure.

It Cures Old Sores. Cures Ulcerated Sores on the Neck. Cures Ulcerated Sore Legs. Cures Blackheads, or Pimples on the Face. Cures Scurvy Sores, Cures Cancerous Ulcers.

Cures Blood and Skin Diseases. Cures Glandular Swellings. Clears the Blood from all impure matter From whatever cause arising As this mixture is pleasant to the taste, and

Proprietors solicit sufferers to give it a trial to fest its walue. THOUSANDS OF TESTIMONIALS Sold in Bottles 2s. od. each, and in cases, containing six times the quantity, its. eachsufficient to effect a permanent cure in the great majority of long standing cases, by all chemists and patent Medicine Vendors throughout the

Proprietors, the Lincoln and Midland Counties of the East, at such a low price. ALE AND Drug Company, Lincoln, England. (Trade Mark-" Blood Mixture.")

> NE BOX OF CLARKE'S B41 PILLS the Urinary Organs, in either sex (acquired or constitutional), Gravel, and Pains in the Back. Guaranteed free from Mercury, Sold in Boxes, 4s. 6d. each, by all Chemists and Patent Medicine Vendors throughout the World. Proprietors the Lincoln and Midland Counties Drug Com Terms can be learned on application.

THE THONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

OTICE is hereby given that all Vessels discharging Bonibay Cotton and Cotton Yarn, at the Kowloon Wharves will have free storage for s4-days-from-arrival, after-which a RENT of 3. Cents per Bale per Month will be charged.

ISAAC HUGHES, Socretary Hongkong, 7th November, 1887

For Hale

IMPORTANT INTIMATION.

OW READY.

'(PUBLISHED BY AUTHORITY.' HONGKONG DIRECTORY AND HONG LIST FOR THE FAR FAST, A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, NORTH BORNEO, THE PHILIPPINES, AND COREA, FOR THE

PRICE THREE DOLLARS

· YEAR 1888.

'THE HONGKONG DIRECTORY" has again been enlarged and is THE CHEAPEST, MOST COMPLETE, AND ONLY RELIABLE WORK OF THE KIND PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Wladiwostock, Formosa, the Treaty Ports of China and Japan, Cochin-China, the Philippine Islands, Coren, British North Borneo, the British Colony of Hongkong, and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and the countries East of the Straits, including the New Treaties between FRANCE and CHINA. CHINA and GREAT BRITAIN, FRANCE and ANNAM, RUSSIA and CHINA, BRAZIL and CHINA, and the KOREAN TREATY; ogether with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Head-quarters; in fact, no pains have been spared to make "THE HONGKONG DIREC-TORY AND HONG LIST YOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1888

contains a carefully revised INDEX TO THE ORDINANCES OF HONGKONG;

A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong; THE PRIVATE RESIDENCES

Professional Men, Justices of the Peace, &c.

of the Principal Government Officials, the Lead-

ing Merchants, the Foreign Consuls,

A LADIES DIRECTORY FOR HONGKONG. AND ' A Mass of interesting information on various subjects, culled from the most trustworthy

The WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOOCHOW; and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a vade mecum for all classes of

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST " for 1888 is Printed on a superior quality of Paper, and is the best printed and most handsomely bound volume published East of the Sucz Canal.

sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at This Office, or warranted free from anything injurious to the through any of our Agents at the various Ports, most delicate constitution of either sex, the for

THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part-

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. is warranted to cure all discharges from It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australasian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISE. MENTS may be sent to the Agents at the various Ports, or to the Office of THE HONGKONG TELEGRAPH" PEDDER'S HILL, HONCKOMO.

Hongkong, 16th January, 1888 Printed and Publisher, by ROBERT YRABER SHITH

ENGLISH ILLUSTRATED JOURNALS.

Shade of Hans Holbein, of Bernard, and of common place genius comes before the world of the United Kingdom and her Colonies in such unctuous cataplasms as nearly all the comic. papers, excepting Punch. The quality of the wit in such periodicals, it may be argued, is good enough for the class of readers, but whether that be so or not, the delineating and illustrative abilities of the artists are conspicuous by their absence, and why this should be so it is difficult to understand when we find hosts of school boys artistic attainments before they have entered on their teens.

of "frozen poetry" as his magical touches have four thrown in at random as perpendiculars are now made to pass muster as the "ship in all her majesty of swelling canvas," and all that is required to complete the picture—so that there shall be no mistake, is some kind of an explanation underneath to inform the bewildered student that "" this is a ship," In case he should take it for a haystack. Nowadays nearly every school boy can fairly delineate a house, a horse, a man, a of the two London weeklies that is about the extent of all the genius we find on hand. One of them, we are not quite sure which, set itself out a few months ago to give the world a sketch of Hongkong from Kennedy

Rond, and but that it was explained underneath, the casual subscriber might have taken the attempt as being a picture of Rio. Only a week or two ngo "The Graphic" favoured us with some of the conspicuous personages of six miles; and the railway run to Widnes on the the German Empire amongst whom-walking out with the present Emperor was a demented on the south bank, to which you must cross, looking wretch which the editor wished his occupies about 20 minutes. From Runcorn, you readers to believe was a portrait of Sir Morrell | may drive, or walk, to Moore. The village of Mackenzie. As a fact, it was no more like the Moore, on the south side of the Mersey, is Shah of Persia, further than this, that chester, the two extremities of the Ship the effigy had a clean shaved face and a Canal. It lies in the fifth section of the longish nose. Whether it was sketched by route; Eastham to Elicamere being the first an artist on the spot, at San Remo, or by a small school boy in the Strand who was working of about three and a half miles-being the ninth from a written description, sent to him in a letter, it is equally unlike the individual it represents. If the London "Graphic" would like to see some good wood engravings of public men, which are "Harpers weekly's" from New York, or even one or two periodic illustrated papers published in Madrid, which Englishmen would think, ought not to surpass London in its illustrative and delineating abilities.

THE MANCHESTER SHIP CANAL

(FROM THE LONDON "DAILY NEWS""

SPECIAL/CORRESPONDENT.)

MOORE, NEAR WARRINGTON.

March 20th, 1888. At Eastham, partly described in a former letter, the inbourers have established their first colony. The huts, as they are called, are the first things that strike the eye of a visitor landing by the steamer from Liverpool." But they are large huts-some of them eight or ten-roomed double houses, with an upper storey. These are, in fact, neatly built substantial wooden houses, such as a rancher in Texas would call palaces. The Eastham colony has its aristocratic quarter, where the "swells" of the navvy community live. These are the "gangers," the navvies who by good conduct, strength of biceps, and force of will have worked their way to the top of their calling, and to positions of authority. The biggest and most muscular man I ever saw was one of these "gangers." He was trundling a barrow-load of clay, almost heavy enough, one would think, for a brewer's horse. These navvies, in the lower ranks of the profession as well as the highest, are mighty specimens of physique. They are

of beef a day. week-a heavy deduction from a navyy's weekly wage; but the men who rent them are married and their wives take in lodgers; husbands, wives, lodgers sitting, like Spartans, at a common table. Among the nine hundred men who are at present employed on the Eastham-Ellesmere section—there will be two thousand, by and by -there are more applications for hots, and rooms in huts, than can be supplied. But new huts are in process of building. Besides, there are villages round about where many labourers may lodge, and still be close to their work. I spent some time in a "hut," the floor of

picked men. Not a man among them, I was

told, who does not consume three or four pounds

which was nicely matted; there were flowers in vases on a round table, a good supply of books |-fumes kill-all-the germs." on the shelves, and signs of taste everywhere. The view of the Mersey from the front windows. -the stream there is about two and a half miles wide—was itself worth six shillings a week. It is the labourers own fault if they do not live fairly happy lives there. There are "organizing" musical tea parties, at which the ladies of Eastham district will preside and assist. | navvy " is at work. This German invader is They may have more "culture" in a week, those navvy sons of Anak, than the Batons of past | the Yunkee, In fact, it will be better to times' had in their life-time. They have a refuse him the masculing pronoun altogether, church, even i a wooden " but," like the other | and call him "it." The German navvy is a huts in the aristocratic quarter, but of course I land-dredger—that's what he is, and a small

without inside partitions. During evening service boy can play with him. But the Teuton is it is well lighted by a double row of oil lamps. a monster-dons the work of a baltation of mere. The pulpit is of plain; unvarnished deal; and in humans. The German "navvy" is of German front of it is the harmonium. The sacred edifice invention; was never seen in this country until can hold about three hundred and fifty people. now, and differs greatly in mechanism from the "Navvies and their wives are paticularly Yankee. In the first place the German works from the present generation of English word engravers, requested to attend. It should be stated that the top of the bank, the Yankee from the base. services are undenominational." But, in spite of The German is "a land-dredger," and therefore of that class, it may be asked, whose tawdry, this invitation, the attendances, I was told, seldom | works' from the surface, just as a water-dredger exceed more than a hundred. Most of the -scooping up the bottom-works from the surhave inquired into the matter, with some

initiatory stages of the work. There are "shops" where the company manufacture their own trucks | trains of trucks are not drawn up on either side -from the dead bodies of the trees which they struck down two or three months ago. There are smithies, and saw-mills-wherein there is scarcely a man who has not had his finger or thumb cut off, or received some other permanent and young ladies who are possessed of high admonition, in some moment of carelessness born of familiarity with danger. On the four and a half miles between Eastham and Ellesmere, twelve or thirteen miles of railway have already "The Graphic" too, that popular rival of "the | been laid down for the use of the trucks that Illustrated" is not above the honest criticism of carry off the "spoil" dug up by the "navvics," those who would desire, and reasonably expect, whether of steel and iron or of human muscle. the countrymen of Bewick to lead the world in I have already described the work performed by their own particular sphere. There was a time | the "American navvy" or "American devil," as in its history when it seemed to do this, but that he is also called. This "steam navvy," to give him is half a generation ago during which the wood his most common designation, is the invention of fill themselves as they go cutting and scrunching engravers of Berlin, of Madrid, Paris, and Mr. Dunbar, and the manufacturers are Messrs. especially of New York have come up to the Ruston and Procter, of Lincoln. It is difficult follow one another inside, and one after the English in a canter, and are actually leaving | without a diagram to explain the mechanism of | other they turn upside down and spit out their the artists of the Strand in a dim and hazy | the American "steam navvy." That portion of | contents as they travel over the trapdoor. This distance. What our countrymen Intend to do | the machine which is spicially entitled to the | navvy-house being on wheels, it travels along at we know not, but are assured of this, that if name "navvy "consists of a huge bucket with a creeping pace over each truck in the train, until they do not determine to keep up with the four teeth on its outer edge. This bucket is the whole train is loaded. There are twentyprogress of the world, that world must leave fastened to the end of a long iron beam, and the five or twenty-six of these buckets attached to them. We could have thought that having beam itself swings from the centre of another | the revolving chain. This German "navvy" has at one time led the world in wood engraving long beam or crane, which projects horizontally filled as many as four hundred trucks in a day. they would ill have brooked taking a second from the roof of the locomotive inside which is It scoops up about two thousand tons' weight in place in that condition of excellence which and the steam machin ry that sets the whole in I twelve hours. Can you imagine a ship as long educated public has a right to expect and even | motion. Chains from the outer edge, of the | as two or three Great Easterns, without a deck to demand. Thus we observe the more enter- | bucket pass upwards to the outer point of the | -with nothing, in fact, but her bull-her bare, prising publishers of "Harper's" and other New | horizontal crane, and then along the upper | empty shell? That will give you some notion York houses actually invading the fastnesses of | surface of the crane to the locomative machinery. | of what the "cutting" is like which the German Fleet Street and winning battles in the enemy's | When the chains are pulled, up goes the bucket | navvy has made at Moore Section in the short country. Like Wellington the famous, those against the face of the cliff or bank which has to publishers have wrested from the grasp of | be destroyed. The four huge steel teeth pierce | rate at which the German navvy cats up Cheshire their rivals fortress after fortress, have crossed into the sand, marl, or clay, and the masses the Pyranees, and are winning great victories | which the teeth detach from the bank fall | in the home country. It matters not where we into the bucket. The bucket can traverse the look through the sheets of the two London | whole height of about twenty-three feet, from illustrated papers we find something irregular | the base to the surface of the bank or cliff. | cutting shows what the finished canal will be in their pictures and grotesquely unreal either | The "steam navvy" can bite away twenty-three | in perspective, in outline, or in shadow. For a | feet at a mouthful. But observe, the motion of great maritime Empire like our own those the bucket, is vertical. The motion of the grane, periodicals should, above all things, have a first | from the centre of which the bucket rod swings, class marine artist, but if such an individual is horizontal. When, therefore, the "navvy" exists we find no evidence of his being, in their has had his mouthful of rubbish the crane is pages. Since the death of Wilson who was "on the | " jibbed " round, until it stops right above the illustrated," we look in vain for such specimens truck which is drawn up alongside the navvylocomotive. Then the bottom of the bucket is left behind. A few horizontal lines and three or | pulled open; in other words, the Yankee "navvy ' opens his mouth and spits his thirty hundred weight into the truck. "Spits" is the word which most accurately describes the operation. As I have said before, the Yankee never misses. On either side of the "navvy" a long train of trucks is drawn up, and when he finishes with a truck on his right, he swings his crane-beam round and operates upon the truck on his left. All along the sides of the deep cuttings on the tree, or a dog, and in looking through the pages | Eastham section, the "steam navvy " has left | the perpendicular marks of his steel teeth. It

The next busiest section on the canal line is unpictures que group, scattered about the place, between Runcorn and Warrington, to which the | some leaning against something, others sitting, visitor may proceed round by Liverpool. The | and almost all of them with red napkins-the excursion steamers have now begun their spring | navigator's favourite colour. A woman comes service, and leave Eastham Ferry for Liverpool from the next village with a large cauldron of every hour. It is a pleasant sail of about five or | tea, which she sells at a penny a pint. north bank of the Mersey, opposite Runcorn Harley Street Doctor than it was like the about half-way between Eastham and Mansection, and Barton to Manchester—a distance and last. One advantage of approaching Moore from Widnes, on the northern, or Liverpool side of the Mersey, is the opportunity—or rather the necessity-of a walk across the famous Runcorn really postraits, we can recommend it to dip into bridge, the admiration of engineers. This railway bridge, joining Widnes on the north bank, with Runcorn of the south bank, of the Mersey, is seventy-five feet above high water. The view from it is superb-of its kind. But it Is a dismal kind. Widnes is the dirtiest, ugliest, most depressing town in England. The smoke of its "chemicals" ascends for ever and ever. From its innumerable shafts of dingy-red brick pour out volumes of glaring white seam, or of coal smoke, that gradually melt away into the brown-black canopy which blots out the sky, and through which a fragment of sun appears, like a ragof sickly pale-yellow orange peel. That bilious sun reminds me of many a face I have

just passed in those horrible streets of Widnes. The yellow Widnes face is the result the alkaline and other exhalations which, in the bleaching-powder factories, are so dangerous to life, and otherwise so vile, that no workman must face them without a thick cloth "muzzle" over his nose and mouth, and even then for only a few minutes at a time. The street atmosphere of Widnes being a confusion of competing stenches, the marvel is that any body escapes without a yellow face Runcorn is the ditto, of Widnes—only less. When the wind blows from the north-west. Widnes pours its poisonous smoke into Runcorn. When it blows from the south-east, Runcorn returns the compliment. When there's no wind at all, they enter into a criminal plot to choke up the fair vault of heaven—as they are doing to-day, while between their greasy; leprous-yellow foreshores flows the Mersey, like turbid oil, with sinuous streaks of scum on its surface. The sea-gulls have become so demoralised that they may be seen wheeling about in the smoke of Birkenhead, and their shrill cry heard amidst the din of steam pipes. But surely no fish can be so devoid of all sense of decency, and so lost to The rent of half a house is six shillings per | self-respect, as to venture into that stream of sewage. But though the details are mean an repulsive, the whole prospect—the vague glimmer of the Mersey, vanishing, remotely, in mist the haze and smoke hanging like curtains over dimly indicated or unscen towns, from Warrington and Latchford eastwards to Garston, towards Liverpool, in the west—all this has the grandeur and fascination, at any rate of vastness, and even monotony, as with the monotony of the desert. "And we are a healthy population." This was said by a Widnesite with a face as yellow as a guinea. "Healthy; how so !" "We seldom

have fevers, or small-pox; the cases as we do have are imported; and that's because the acid At this town of Runcorn, by which the salt trade passes from the river Weaver into the OPEN TO ALL MEMBERS OF THE Mersey, and at which one of the five principal sets of canal works is to be constructed, there is little doing at present. The main work on the line between Runcorn and Warrington is, asalready said, at Moore. It is here the "German muchaless human; in his movements than

navvies are Freethinkers-that's the fact, for I | face of the water; and the principle of construction is pretty much the same in the land-lubber as in the water-navvy. What may be called the It is a won erful spot, even in the present | engine-room of the German navvy is a huge locomotive shed, on rails, of course. But the of this locomotive shed. They pass beneath the locomotive shed, in the floor of which there is a trapdoor through which the earth and sand scooped up are pitched down into the trucks. But how is the earth scooped up, and how does it find its way inside the shed into the trapdoor? In this wise. From this movable shed there projects, outwards and downwards, an enormous iron beam, along and beneath which slowly revolves a line of immense buckets, tied to each other by stout chains. When the buckets travel the upper surface of the beam they are of course empty, but after they round the corner of the beam and reach the ground, and then turn inwards, they fix their sharp edges in the soil, and up the face of the bank. The loaded buckets

space of four or five weeks. That is the grand with his twenty-five mouths. On this section is to be seen perhaps the most beautiful cutting on the whole route between Eastham and Manchester. This particular like. It has not, it is true, been dug to the requisite derth yet. But it shows the surface width. Its sloping banks are clean cut. And it is straight as an arrow. The work on this. section is much less advanced than that on the Eastham por ion. There are only about 200 man-navvies at work; their steam-and-steel "mates" doing most of the work. On the way to Warrington there is a space where all the trees have been cut down. Their stumps, still white and fresh, exhale a sweet scent, to which I piously and unaffectedly say grace-after the vitriolic stench of ugly Widnes. It is midday, and the sons of Anak strike work-for "grub. One giant leans against a post, crosses his legs, and cuts with a clasp-knile the bread and beef in his red cotton handkerchief. His dog-skin cap is tilted backwards, and his yellow Saxon hair sticks over his eyebrows. His cheek bulges out, while he mumbles his reply, and, with the point of his knife, shows me the way to takes only three human beings to control this Warrington. He eats like Jumbo. They all eat like Jumbo. They are by no means an

Co-day's Advertisements.

FOR SHANGHAL THE Steamship

"PEKING." Captain G. Heuermann, will be despatched for the above Port on SATURDAY, the 5th inst., at

For Freight or Passage, apply to SIEMSSEN & Co. Hongkong, 3rd May, 1888.

FOR SINGAPORE AND PENANG.

THE Steamship "DEUTEROS,"

Captain Iwersen, will be despatched as above on MONDAY, the 7th inst., at 4 P.M. For Freight or Passage, apply to ÀH YON & Co. Hongkong, 3rd May, 1888.

FOR PEN'ANG.

THE Steamship

Höngkong, 3rd May, 1888.

Captain C. Nielson, will be despatched as above, on SATURDAY, the 12th inst., at 4 P.M For Freight or Passage, apply to AH YON & Co.

NOTICE TO CONSIGNEES.

ONSIGNEES of One Lot ONIONS ex Steamship "BORMIDA" from Bombay marked 2-3 & K are hereby informed that as the above Goods are rapidly putrefying, they will be sold by Public Auction, unless taken delivery of up to the 5th instant, at 9 A.M. CARLOWITZ & Co.,

Steamship Bormida.

Hongkong, 3rd May, 1888. A. S. WATSON & CO., LIMITED.

YOTICE is bereby given that the ORDINARY YEARLY MEETING of

e SHAREHOLDERS of the Company will be eld at the Hongkong Dispensary, on MON-DAY, the 14th day of May next, at 3 O'CLOCK a the Afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to the 31st December, 1887.

The REGISTER of SHARES will be CLOSED from SATURDAY, the 5th instant, till MONDAY, the 14th instant, both days inclusive, during which period no Transfer of Shares can be registered. John-Willmott,

Acting Secretary. Hongkohg, 3rd May, 1888.

HONGKONG RIFLE ASSOCIATION.

SIEVER-SPOON-COMPETITION.

ASSOCIATION.

A SILV R SPOON will be shot for every SATURDAY AFTERNOON, at Four O'CLOCK. No Entrance Pee,-7 Shots at 200 Yards. A Handicap of 3 points for ret Spoon and one point for every subsequent Spoon won. A SHELTON HOOPER,

Hongkong, 3rd May, 1888

Hon. Secretary.

Auctions.

VALUABLE LEASEHOLD PROPERTY TO BE SOLD IMMEDIATELY.

pursuant to a Decree of the Supreme Court of Hongkong made in a cause TAM. KWAN SHI v. YAU MI HO, No. 42 of 1878, with the approbation of the ACTING CHIEF JUSTICE by Mr. J. M. ARMSTRONG the person appointed by the said Court upon the respective Premises on the days hereinafter mentioned,

THURSDAY,

the 10th day of May, 1888, at 3 O'CLOCK IN THE AFTERNOON. FIVE LOTS the VERY VALUABLE BLOCK of BUILDINGS situate on MARINE LOT No. 4A, MARINE LOT No. 125A, and Section B of MARINE LOT No. 4, and in the best and most Central Chinese business portion of the City and with frontages to three important Public Streets viz.:-Bonham Strand, Wing Lok Street and Cross Street and comprising :-Nos. 1 and 2 Cross Street and Nos. 21, 23, 25, 27, 29, 31, and 33, Wing Lok Street and Nos. 31, 33, 35, 37, 39, 41, 43, and 45. Bonham Strand. Owing to the favorable situation of this property the owner or owners thereof can always count upon securing good tenants.

> FRIDAY, the 11th day of May, 1888, at

3-O'CLOCK-IN-THE-AFTERNOON-IN SIX LOTS the VALUABLE PROPERTY situate on INLAND LOT No. 205D in the best part of Hollywood Road and comprising Nos. 209 and 211, Hollywood Road and 1, 2, 3, and 4, Ng Kwai Fong, also the three storied house No. 132, Hollywood Road situate on the RemainingPortion of Inland Lot No. 384 and the three houses Nos. 14, 16, and 18, Possession Street situate on Inland Lot No. 212C and the Remaining Portion of Inland Lot No. 212B.

SATURDAY,

the 12th day of May, 1888, at

3 O'CLOCK IN THE AFTERNOON. IN ONE LOTAPIECE of VACANT GROUND registered as INLAND LOT No. 472 and situate at Bowrington between Matheson and Percival Streets and suitable for the erection of Kerosine Godowns.

The sale plans can be seen at the Office of Messrs. WOTTON & DEACON, Solicitors and at Mr. J. M. ARMSTRONG, the Auctioneer. Particulars, and conditions of sale may be obtained on application at the offices of Messrs. WOTTON & DEACON, Solicitors, Hongkong, of Messis, Caldwell & Wilkinson, Solicitors, Hongkong, of Mr. EWENS, Solicitor, Hongkong, of Mr. Webber, Solicitor, Hongkong, and of Mr. J. M. ARMSTRONG, Auctioneer.

The sale has been POSTPONED for a week owing to the inclement weather. Dated this 3rd day of May, 1888.

ALFRED G. WISE, Acting-Registrar-of-the-Supreme-Court

PUBLIC AUCTION

THE undersigned has received instructions to sell by Public Auction, on SATURDAY.

the 5th day of May, 1888, at Noon, at his Sales Rooms, Queen' Road. (FOR ACCOUNT OF THE CONCERNED.) The American steamer "SAN PABLO," as she lies wrecked near Turnabout Island.

Whatever Cargo there may be on board the

The Vessel and Cargo will be sold separately. Terms-Cash on the fall of the hammer. The Vessel and Cargo to be at the risk of the Purchasers on the fall of the hammer. J. M. ARMSTRONG,

Auctioneer. Hongkong, 30th April, 1888.

PUBLIC AUCTION.

TNDER instructions received from the Mortgagees Mr. H. N. MODY will Sell by Public Auction, on

THURSDAY the 17th May, 1888, at 4 O'CLOCK P.M., At the Premises.

ALL THAT VALUABLE PIECE of GROUND

situate at Belchers Bay, Lap Sap Wan, Hongkong, abutting on the North side thereof on Belcher Street and measuring thereon 200 feet on the South side thereof on portion of INLAND LOT No. 905 and measuring thereon 200 feet on the East on Davies Street and measuring thereon 200 feet and on the West on Cadogan Street and measuring thereon 200 feet containing in the whole 40,000 square feet and registered in the Land Office as SECTION A of INLAND LOT No. 505. Together with the Furnace workshops and buildings thereon lately used and occupied by the HONGKONG AND MACAO GLASS MANU-FACTURING COMPANY as they now stand and which said Piece of Ground is held for the residue of a term of 999 years, subject to the annual Crown Rent of \$528.57. The property will be offered for sale in One

For further particulars and conditions of sale,

WOTTON & DEACON; Solicitors, or to H. N. MODY, Auctioneer.

/ictoria Buildings, "Queen's Road. Hongkong, 25th April, 1888.

Notices of Firms.

NOTICE.

C.M. GROTE has this day been admitted IVI PARTNER in our Firm. CHATER & VERNON.

NOTICE

Hongkong, ist January, 1888.

TREBONIFACIO I. D'AQUINO has This -VI-Day been admitted a PARTNER in the WONG-NEY-CHONG DAIRY FARM, V. DANENBERG.

Hongkong, 18th April, 1888,

Consigners.

OCCIDENTAL AND ORIENTAL STEAM.

SHIP COMPANY. NOTICE

ONSIGNEES of CARGO per Steamship. The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from along-

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

C. D. HARMAN

Hongkong, 1st May, 1888. PACIFIC MAIL STEAMSHIP COMPANY.

ONSIGNEES of Cargo per Steamship "CITY OF SYDNEY" are hereby motified that their Goods are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained on Countersignature of Bills of Lading. Goods remaining unclaimed

NOTICE TO CONSIGNEES.

No Fire Insurance has been effected. CHS. D. HARMAN,

Hongkong, 28th April, 1888.

after the 4th proximo, will be subject to rent.

NOTICE TO CONSIGNEES. STEAMSHIP "NEW GUINEA."

FROM HAMBURG AND SINGAPORE. ONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant; will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 8th instant, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by

ADAMSON, BELL & Co.;-Hongkong, and May, 1888.

NOTICE TO CONSIGNEES. STEAMSHIP "MORAY," FROM GLASGOW, LIVERPOOL, LONDO AND SINGAPORE.

ONSIGNEES of Cargo are hereby informed risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be

obtained. Optional Cargo will be forwarded unless notice to the contrary be given before NOON,

TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 4th May, will be subject to rent at the rate of ONE CENT per package per day. -All claims against the Steamer must be presented to the Undersigned on or before the 4th

May, or they will not be recognised, ... No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co.

Agents. Hongkong, 28th April, 1888.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL AND SINGAPORE. THE Company's Steamship 9 OOPACK " having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained. No Claims will be admitted after the Goods.

have left the Godowns, and all claims must be sent in to the Office of the Undersigned before NOON, on the 6th May, or they will not be recognized. No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 6th May, will be subject to rent, Optional Cargo will be forwarded unless notice to the contrary be given before to A.M., TO-DAY.

Bills of Lading will be countersigned by ARNHOLD, KARBERG & Co.,

Hongkong, 30th April, 1888.

For Sale.

GERMAN BEER. "ZUR EICHE," KIEL DRAUEREI \$7.25 per Case of 4 Dozen Quarts. , 8 , Pinta, EDUARD SCHELLHASS & CO., Sple Agents. Hongkong and China.

FOR SALE.

Hongkong, 3rd May, 1887 " FOR SALE CHEAP. BOUT TEN TONS OF ASPHALTE.

A. A. DE MELLO & Co.,

Macao. Macae, 3rd April, 1888.

FOR SALE AT MACAO.

ON MODERATE TERMS.

N extensive property on the business side of the town, consisting of TEN STRONGLY BUILT GODOWNS, with Rooms above suitable for Offices or Dwelling Houses; Six small Dwelling Houses, attached to a Chinese Hong; and a piece of spare ground suitable for building purposes.

There are two separate entrances to the property, one opening on the Harbour close to the Steamboat Co.'s Wharf. For full particulars, apply to

"THE HONGKONG TELEGRAPH" OFFICE. Hongkong, 3rd April, 1888,

Masonic.

ZETLAND LODGE

REGULAR MEETINGS of the above LODGE will be held in Freemasons' HALL, Zetland Street, TO-MORROW, the 4th May, at 8.30 for 9 P.M. precisely. Visiting Brethien are cordially invited.

Hongkong, 27th April, 1888

Intimations

GOVERNMENT NOTIFICATION.

WARDMASTER is required at the GOVERNMENT CIVIL HOSPITAL. Finoluments of the office \$50 PKK MONTH, rising by annual increments of \$5 to \$60, with uniform, furnished quarters, fuel, and light. Applications with testimonials to be forwarded

the 21st instant, at the GOVERNMENT CIVIL HOSPITAL, By Command, FREDERICK STEWART,

to the COLONIAL SURGEON not later than

Colonial Secretary. Colonial Secretary's Office,

Hongkong, 2nd May, 1888.

WANTED. SURGEON for the British steamship "ZAMBESL"

> Apply to ADAMSON, BELL & Co., Canadian Pacific Line.

Hongkong, 2nd May, 1888. WANTED. A N ENGLISH NURSE to take care of

Children in Hongkong. co Hongkong Telegraph. Hongkong, 2nd May, 1888.

HONGKONG CLUB. WANTED-A LIBRARIAN. letter to the Secretary. Hongkong, 1st May, 1888.

NOTICE. THE WONG-NEY-CHONG DAIRY FARM 1 having received by the steamer Changsha a supply of MILCH COWS from Newcastle, Australia, is now prepared to supply the General Public with PURE COW'S MILK (guaranteed) at 9 cents per ordinary pint (reputed), deliverable to order, anywhere within the Colony, between

.6 A.M. and 10 P M. Orders sent direct to WONG-NEY-CHONG DAIRY FARM, or to the care of Mr. V. DANKNthat all goods, are being landed at their BERG, at H. M. Naval-Yard, will be promptly attended to.

Hongkong, 28th April, 1888.

MANUFACTURERS JEWELLERS LAUTICAL INSTRUMENTS.

G. FALCONER & CO.

LY FATCH AND CHRONOMETES

CHARTS AND HOOKS. the 166 Ourrelle when Crounds. CANTON INSUKANCE OFFICE.

LIMITED. NOTICE TO CONTRIBUTORS. FIRST INTERIM BONUS of TWENTY

· per cent. upon Contributions for the year 1887 has this day been declared. Warrants may be had on application at the above Office on and after the 5th May. JARDINE, MATHESON & Co.,

General Agents, Canton Insurance Office, Limited. Hongkong, 19th April, 1888. HONGKONG AND: KOWLOON

WHARF AND GODOWN COMPANY. LIMITED. THE Company is prepared to Tranship Cargo. from its Godowns at Kowloon or West

Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates. By Order, . ISAAC HUGHES,

Secretary. Hongkong, 20th April, 1888. HONGKONG TIMBER

YARD, WANCHAI, REGON PINE SPARS AND LUMBER ALWAYS ON HAND,

MALLORY, threadence with lune easternit BOWRINGTON FOUNDRY,

EAST POINT, HONGKONG. A. G. GURDON & Co. G. GORDON & Co, are prepared to

A. undertake every description of ENGINEERING and SHIP-BUILDING WORK, both affoat and ashore, on most reasonable terms,

PUNCTUALITY AND FIRST CLASS WORKMANSHIP GUARANTEED,

ESTIMATES FURNISHED FOR THE CONSTRUC-TION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS, Hongkong, ist January, 1888.

I. GAUPP & CO., THRONOMETER, WATCH, AND. CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND

OPTICIANS. CHARTS AND BOOKS. N-A-U-T-I-G-A-L----I-N-S-T-R-U-M-E-N-T-S.-SOLE AGENTS for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and

for Volgtländer and Sohn's CILEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSER No R OTHEN'S ROAD CENTRAL. THE

MITSUI BUSSAN KAISHIA. SOLE AGENTS FOR

THE MIKE COAL MINE. TO UNKER COALS can be supplied to any Steamer lying in the harbour or coming alongside the Kowloon. WHARF on application to the Undersigned

Y. FUKUHARA. Acting Manager, Honglong, 10th January, 1888.

Anti-limitous.

NO-TICE.

. S. WATSON & CO., LTD.

SWEET CORN.

for immediate sowing. THE COUNSE DISPENSARY

d calle and March (1888,

THEREDAY, MAY 3, 1888.

manns which we reproduced the other day from the London and China Fupires recognition of M.S. Impericuse-ther one, thip in the news which so far, is going mobile british interests in China; are: meetidactory in more than one matter of detail, and particularly in the fact that the great ironalad dip requires so many alterations and is subject to so much delay? Section getting away, on her mission, from the bands of her designers and builders. see whitems. It is probably much more They two my make since that telegrams and hatters informed us of the ship's immediate. ed teater that Hongkong, by way of the l I yet by the papers of the last must we find the Impérieuse still in the section of deam strials and importants! to machinery, to hull and to

terbremous. That such should be the solid le consequences before despatcha great fighting machine from the stocks of Earland to the other end of the world is a rhaps only what might have teren ies intelligenen we remember ithat the vesel all through her career-even from the laying down of her keel plates and the driving in of, her first rivet, "has there is subjected to the most acrimonious In the ungest from the mouths of naval experts. and markly constructors. By the report of the Proposition prears the ship in her trials he of speed has not done, by three quarters of a knot per hour, what her designers or the constructors of her engines intended she should do, and although that does not amount to a me had curious contrast, to nearly all the results in steam trials of such ocean steamers as the great mail companies of the Kingdom are turning out, With very few exceptions these merchant steamers exceed - in their trial trips-the. speed for which they had been contracted. . But in another highly important particular the Impirituse appears to fall short of what a modern British battle ship should be; and that is in her draught of water. Intended for the defence of an important Colony in the far-east it would appear the ship should have been designed, as to draught, for taking advantage of the shortest route to ! that colony -- by way of the canal at Suez. It is all very well to say, "some ships must" call; at the Cape and why not her," but we may easily understand what enormous advantages may be lost, in the exigencies -lay a powerful and heavily armed ship, carrying great expectations, being denied

of war, -amil'for war she has been create; that short passage, all through objectionable features in her own construction, while the equally powerful ship of a possible enemy is permitted to pass through, and thus gain the chormous advantages in time, the all important item for which so much I didur and treasure have been expended in producing as speed. The Impérieuse, it appears, draws just about three feet more water than the Suez Canal can accommodate, and probably five or six feet more than she should draw for the satisfactory defence of British Interest on the coast of China. For the effective and satisfactory defence of a great emporium of trade, such as Hongkong is, we ought, to have two powerful armour clad ships of no greater draught than 20 feet -vessels which could prisoners are charged on remand with robbery do anything and go anywhere in pursuit of an enemy. In addition to two such craft Hongkong should have not less than four of such submarine boats as the Nordenfeldt whose value as a torpedo and n very cheap and useful engine of war has lately been pretty fairly demonstrated the Governor Formosa, is likely to be sent to at Southampton. Their presence in this

powerful moral effect upon an adventurous enemy, and assuredly warn off all but the most determined and reckless assailants. Such a fleet of six or eight ships could be built for a very little more than that which the Trafalgar has cost and Their maintenance, here in China, would be immeasurably less in proportion, than

harbour, ready to not with two heavily

armoured light-draught battle-ships, cost-

ing about one half of the sum spent

ships like the Imperieuse which, from her description, strikes us as being a little too much, of a costly and highly, sensitive machine readily disorganised by a stray shot. Is there anything, as a battle-ship, which can be more effective than a rant pure and simple, possessed of great speed, and without a single gun, if desirable?there is certainly no effective engine of war iess costly; for a fast ocean steamer properly strengthened about the stem, would probably sink the most costly armour clad in existence, by delivering a concussion at right angles to the side. The great advantage of the submarine boat is its fearful method of attack; it is like a phantom enemy against which the bravest hearts would quail-for they would be fighting with an unseen and silent power which gave no notice of its approach and whose attack would be certain destruction against which no human foresight could make headway. As to the forts here, when they are finished and armed they may be effective or, -as alleged-otherwise, but being stationary, like all other forts, would not:avail to ward off, a sudden attack from Tytam or Deep Water Bay as would four small and cheap submarine boats costing each about £16,000, which is about the price of an ordinary modern gun. Doubtless General Cameron is quite prepared to repel an invasion on the south shores of the island, which it has been gossiped in Japan, both Russian and French officers have already planned and submitted to their respective governments. But, however much such questions have been thought out by possible assailants and by the Commander of the Forces here, we know not, and seek not to enquire into too minutely, although we assuredly, with others, fail to observe any great demonstration of readiness for defence. As to the assault on this island it might he-made-this-day-week,-or-at-latest,only the day after a declaration of war. A fleet of half a dozen ships 100 miles away from Government House, on Sunday morning, might readily throw 2000 armed men ashore on the south coast of the island, who could be over the hills and in possession of certain points of vantage, above the city, long before daylight on Monday. We have faith in British Commanders and in British troops, but at the same time do not orget such surprises have happened, lately by semi-savages at the Cape, and formerly at other places. Steam has worked a wondrous revolution in all kinds of warfare, to Sydney openioning the squadron of Commodore Wilkes armed fleet of ships, which by the powerful assistance of steam, had come in from the ocean and taken up a commanding

> PELEGRAMS (Reuter.) FRANCE.

military commander were snoring the

snore of conscientious men.

London, May 1st. The Chamber of Deputies has passed the Panama Lottery Bill.

CHINESE LABOUR AND THE COLONIES 270 Chinese laborers have been refused permission to land at Melbourne.

LOCAL AND GENERAL

H.M.S. Cordelia returned to Shanghai on the 29th ulto, from target practice. MESSRS. Carlowitz & Co. inform us that the

steamship Bisagno, of the Navigazione Generale Italiana, left Singapore to-day for this port.

WE note that the Hongkong, Canton and Macao Steamboat Company's night boat to Canton now leaves this at 6 p.m.; instead of 5.30 p.m. as

THE Courser is informed that news has reached Shanghai to the effect that a big fire has destroyed nearly one half of Yokosuka, the naval yard situated near Yokohama. The fire is said to have broken out in the Arsenal.

THE Chinese Rendition case in which six and murder in a Chinese pawnshop in the district of Sun Ui on the 8th March last, came on this morning for further hearing, when the prisoners were remanded.

THE Shanghai Mercury learns that the Telegraph steamship Feecheu, belonging to H.E. Hainan, to repair the cable connecting that island with the mainland. The steamship Feecheu Captain Piper, lest her anchorage on the 27th ulto, for Tamsui.

on the Imperious, would have a most The N. C. Daily News of the 30th ulto. gives the San Pablo :- Only the fore part of the San Pablo is now out of water. The masts are gone, the trade and objected to complainant doing any the sides have fallen in, and the upper deck is work outside their knowledge and beyond the also gone, having been burnt. The Rockel which | scope of the guild which had about one hundred was sent to the wreck returned to Shanghai on members-all shopmen. Mr. Wodehouse the 28th ulto, at midnight. The Fuhles got remanded the accused to the 4th inst., demandback on the 27th. The U.S.S. Brooklyn returned ling bail in two sureties of \$100 each for each to Shanghai on the same day,

THE Attorney General introduced Mr. Reece to Lordship to admit him to practise as a Solicitor required permission.

THE Shanghai Courier hears that private information has been received announcing the death, at Tokio, of H. Ex. Siuzo Aoki, Japanese Vice Minister of Foreign Affairs, H. Ex. was married to a German lady, a native of Berlin.

MR. SEREOMBE-SMITH to-day fined the master of a junk \$2 for failing to exhibit a harbour light from his craft while riding at anchor in the the waters of the colony on the night of the 2nd inst. Defendant was not in court when the case was called but subsequently turned up and admitted his offence.

WE are informed by the Shanghai Mercury, that H.E. Sheng Taotai, Customs Taotai at Chesoo, and Chief 'Director of the C. M. S. N. Co., left Tientsin, with his suite of forty persons, in the Fungshun, on the 23rd ulto, at 1 p.m., and arrived at Chefoo on the 24th at 3.30 p.m, After landing His Excellency the Fungshun left at once for Shanghai. Sheng left Chefoo about ix weeks ago, and travelled overland to Chinan-fu, the capital of Shantung and from thence | meet the same fate as the Afghan. to Tientsin.

AT the Supreme Court to-day, in Appellate Jurisdiction, before Mr. J. Russell, Acting Chief Justice, Mr. A. J. Leach, Acting Puisne Judge, and the Full Court, the Attorney General, pursuant to his motion made on the 7th ulto. against the judgment delivered by Mr. A. J Leach on the 27th March, in the suit Tsung Cheak Hin and others v. Ko Hong Tak, for I breach of contract in the supply of a quantity or coals to the steamship Dafila, appealed against the said judgment. Mr. J. J. Francis, Q.C., who appeared for the respondent having submitted his client's case to the Court, their Lord. ships reserved decision.

MAJOR Lovelock, of the Wellington (New Zealand) Salvation Harmy, put his foot down heavily on a howling-match recently. "Now, my friends," said the Major, "I'm a goin' to pass the plate round, and I caution you all to put in your money, every bit of it. Open your hearts and empty your pockets. Don't keep hanything back, or you may be struck dead like Ananias and Sophias, as yo've just been a-readin' of. Take warnin' by that ere married couple without hincumbrance, and don't hold owt back." The Major sat down, and the plates went merrily round-and came back with the usual assortment of old copper and brass buttons.

said they were robbed by the Chinamen who strocked them down before leaving. His Worship discharged the defendants.

position at their very doors while the WHAT is going to be the upshot of the American good Governor, Sir John Young, and his disturbance with the Sultan of Morocco it is difficult to say. The United Sates Government is against anything like a bombarding policy. Their squadron in the Mediterranean is not powerful and only consists of two ships, the Quinnebaug, a third-rate, 910 tons, with eight muzzle loading guns, and the Enterprise, a screw sloop of 615 tons, mounting six guns. This very small "squadron" is under the Command of Rear-Admiral Green who was born in Ohio, and is said to be a person in whom the United States Foreign Minister has confidence, although the Consul will doubtless direct all movements of national policy in his dealings with the Sultan.

> THE prospects of the Glasgow international Exhibition, which is to be opened in May, seem to be exceedingly good. An important meeting of the association of promoters and general council was held in Glasgow a few weeks ago, at which Sir James King, the Lord Provost, made an interesting statement. The Guarantee fund, he mentioned, now approaches £300,000 while that of Manchester last year was only £150,000, and those of the Healtheries, Inventories and Fisheries of London were under £100,000 in each case. Already a revenue of £47,000 has been secured, vincluding £20,000 is 1,200 feet long by 265 feet wide, and will afford an area for exhibits of nearly 320,000 square feet in excess of the Manchester Exhibition, and will make it the largest which has been

held in the United Kingdom since 1862. Two tailors aged 24 and 26 respectively were this morning charged on remand with others not in custody for conspiring together to hinder one divided responsibility for the condition of the lawful trade-in Bridge Street on the 28th ult. | engineers and engine-room artislaus is a question The complainant said he was a tailor and kept | which has often been argued, pro and the two defendants came to his place with four | United Kingdom. Some have alleged, in others and demanded that he should join the unmistakable language, the absurdity of the \$2 a month into the hands of the two defendants causes of such dead failures through and who were at the head of the so-called "Guild," | through the Navy, and whatever may have He, complainant, objected to join the fraternity whereupon the defendants began smatshing up and destroying his property. The complainant's story was corroborated by a witness engaged in the following additional information concerning the shop who said the defendants informed his enemy she would very probably have shared the master they had paid \$100 for the monopoly of

WE would call attention to the advertisement of the Acting Chief Justice to day, and asked his the Hongkong Rifle Association, published in another column, to the effect that a silver spoon in this colory. Mr. J. Russell granted the competition will be shot for every Saturday at Inm at the Kowleen Range.

> A DETROIT woman has brought an action for divorce because her husband hit her with a decayed apple when she importuned him to tell where he had been. It seems to have been a case in which a soft answer did not turn away

THE following is the composition of the New Dutch Ministry :- Baron Mackay, Premier and Minister of the Interior; Mr. Keuchenius, Minister of Colonies; Mr. Godin de Beaufort, Finance; Jonkheer Hartsen, Foreign Affairs; Ruys van Berenbrock, Justice; Rear-Admiral Dyserinck, Marine; Colonel Bergansius, War; Mr. Havelaar, Public Works.

WR are informed that the 270 Chinese passengers who, according to the telegram published to-day, were refused permission to land at Meibourne, had lest this port by the steamship Afghan on March 27th. The Catterthun which left on the same date with emigrants on board, as well as the Tsinan which left on the 8th ulto. followed by the Menmuir and the Guthrie will probably

A COLLISION, says the N. C. Daily News, occurred outside Ningpo on the night of the 26th ulto, between the Ichang and a small junk. The junk sank some 500 yards from Tiger Island, and the Ichang had some of her guard knocked away. In consequence of the collision and fogs, the Ichang did not arrive in Shanghai till I a.m., on the 28th, but she was turned round again and left for Ningpo so that she should not lose a trip.

SAYS the Shanghai Mercury :- The claim against the Wenchow, for colliding with a rice junk, is likely to be a heavy one, as the junk has gone to pieces and the whole cargo of rice destroyed. Tls. 20,000 is mentioned. The collision took place at night inside the Black Buoy. A pilot was in charge at the time. This makes us ask the question-How it is that the captains of the C. M. steamers, always pilot themselves at Taku, whilst the captains of B. & S. and J. M. & Co.'s steamers take a pilot? Is it because the C. M. S. N. Co. cannot afford this privilege? Or is it because their captains are a superior class of men?

WE learn from the N. C. Daily News, that a very hasty accident occurred on the Bund on the afternoon of the 28th ulto, by which a lady was seriously injured; she was driving in her private jinricsha past the Custom House, when a fast pony and trap ran into the ricsha, upsetting it A COOLIE was charged before Mr. Sercombe- and the coolie, and throwing the lady out on Smith this morning with being concerned with her face. She was immediately picked up others not is custody in robbing a sailor named | by a number of gentlemen who witnessed the Barfoot of H.M.S. Suicitite, of his silver watch occurrence, and a brougham was very kindly and \$3, and another seaman named Smith of \$2 | placed at her disposal by a lady and gentleon the 2nd inst. The first complainant said, at man who were passing at the time. Her midnight of the 2nd he and Smith walked out of face was badly cut and she was also much the Globe Tavern and entered First Street, when shaken .- The owner of the trap, adds our accosted by two Chinamen who said they could stopped and offered his assistance, and we find them a night's lodging in a good house, are informed stated that if anyone was to quietly lying at anchor opposite their On getting into a house which the Chinamen blame for the accident it was he. The danger The net profits of the Company for the twelve hedroom windows; it consisted of a heavily had pointed out as being "good" the two sailors from careless and reckless driving, both by foreigners and natives, through the Settlement has been very much on the increase of late, and we think the police might be given more stringent instructions in the matter. . A great many of the ponies in shafts are but half broken, and moreover a large percentage of the drivers are not competent to manage a spirited donkey, much less a "bobbery" griffin.

> THERE is an old proverb which says that. "accidents cannot be avoided in the best of regulated families" and as the ideas thus embodied may fairly be applied to ships it is reasonable to suppose that the breakdown in the engine-room of H.M.S. Sapphire and the conentered the service as a midshipman in 1848; he sequent return of the vessel to this port yesterday morning, after being at sea for less than 24 hours, was a pure and ordinary accident which neither human intelligence, carnest care, cautious foresight could have staved off. Be that as it may, such failure of the frigate's efficiency is quite on a par with engine? room failures all through Her Majesty's Navy, and at the same time a striking and curious contrast to that measure of universal success attending the engines of our mercantile fleets, whether plying out of this port or of any other in the Queen's dominions. As the serious breakdown of the engines of a mail steamer, on putting to sea from Hongkong, has probably never been known during the last twenty years, and as such vessels do not stay in port as many hours as the national ships do days, it naturally becomes for the Refreshment Department. The building a question of consideration as to what the prevailing causes may be. Though few people would care to attach the blame to any individual on board H.M.S. Sapphire, it is conspicuously apparent that for such a failure of the vessel's vital powers somebody, is responsible, if not it the daily care of the engines, at least in their design or construction-which latter is more probably at the bottom of the disaster. The Tung Achat, also a tailor, from carrying on a lengines of H.M's ships, between the ship's a shop near the Man Mo temple. On 28th ult. | con, in the technical newspapers of the Purse-Makers-Guild by-paying a subscription of system; but, whatever may be the immediate brought about the accident to the Sapphire, which it appears was too serious to repair at sen, it is unfortunately too true that had the corvette gone out, yesterday to meet an fate which overtook the Confederate cruiser Alabama off Cherbourg. There would have been only this difference in the two ships, that whereas the Confederate cruiser had been worked to death for some two wars previous to the action, H.M.S. Sapphire had been leisurely lying at anchor for many days in the harbour of

Hongkong.

WSHANGHAI SPRING RACE MEETING.

SECOND DAY,-WEDNESDAY, 2ND MAY. The CHU-KA-ZA CUP, value, TIs. 100; for Chin Ponies; weight for inches as per scale; winner: of one Race since 1st. October, 1887, 71bs extra; two or more Racer, tolbs, extra entrance, Tis. 5. Half-a-Mile.

Mr. Tell's gr Altels, late Con Impeto, 11st. 1lb. The Shanghai Derby, a sweepstakes of Tls 1 each, with Tis. too added; for China Ponies being bona fide Griffins at date of entry; fire Pony to receive 75 per cent.; second Pony, 11 per cent.; third Pony, 10 per cent.; weight for inches as per scale: One Mile and a Half.

Mr. Sassoon's wh. Dolores, 11st. 4lb..... The LADIES' PURSE, value, -; for China Ponies; weight for inches as per scale; entrance, Tis. 5. One Mile and a Quarter.

Mr. Sassoon's cr. Bullion, 10 t. 12lb..... The RACE CLUB CUP, value, Tls. 150; for Chin: Ponics; weight for inches as perscale; winner at this meeting of a Race of one mile or under to carry 3lbs. extra; over a mile, 7lbs. extra penalties accumulative up to 10lbs; entrance Tls. 5. Two Miles.

Mr. Sassoon's gr. Squeezer, '11st. 416.....

The CONCORDIA CUP, value, Tls. - ; presented by Members of the Club Concordia added to a Sweepstakes of Tis. to each; secon ! Pony to receive 40 per cent,, and the third Pony, per cent. of the Stakes; for China Ponies bond fide Griffins at date of entry; weight for inches as per scale; winner of the Derby, 7lbsextra. One Mile and a Half.

Mr. Sassoon's gr. May Blossom, 11st. 1lb..... The SPRING CUP, value, Tis. 100, added to a Sweepstakes of Tls. 10 each, less Tis. 50 to the second Pony; for China Ponies that have never won a Race; weight, 11st. for 13 hands; to give or take 6lbs, for every inch over or

under. One Mile. Mr. Toeg's gr. Ganges, 11st. 6lb..... The SHANGHAI STAKES; a forced entry of Tis 5 for all Ponies, except those entered in the Roadsters' Plate; first Pony to receive 75 per cent.; second Pony, 15 per cent.; third Pony, to per cent. Weight for inches as per scale.

One Mile and a Half. Mr. Sassoon's cr. Harbinger, 10st. 9lb...... The TAOTAI'S CUP; value Tis. -; presented by H. E. the Taotai; for China Ponics; weight 128t. Winners at this Meeting 5lb. extra entrance, Tls. 5. One Mile.

Messrs,-Morgan-&-White's-dun-Silken-Mead, 12st: olb.

A. S. WATSON AND CO., LIMITED.

The following is the report of the General Manager, for the year ending the 31st December, 1887, for presentation to the shareholders at the ordinary general meeting of the Company, to be held at the Hongkong Dispensary, on Monday, the 14th May, 1888 :--

> To the Shareholders of Messrs. A. S. Watson and Co., Limited.

Gentlemen.-I now beg to lay before you a Statement of the Company's business, with a Balance Sheet for the year ending the 31st December, 1887.

The result of the year's working, notwithstand, ing a still lower ruling of Exchange, compares to a general increase in the Company's business

months under review, after providing for all bad and doubtful debts, and losses, and including \$2,730 00 brought forward from last year, amount to \$64,811.47. We paid an interim dividend of 61 per cent, in November last, absorbing \$24,700 and I now propose to pay a further dividend of 61 per cent., (making 13 per cent, for the year) which will absorb \$24,700, to carry \$10,000 to the Permanent Reserve Fund to meet contingencies or for equilizing dividends (in accordance with Clause 16 of Article 113), leaving a balance of \$411.47 to be carried forward.

The Company's accounts in London have been nudited by Messis. Edward Moore & Son Chartered Accountants, and those at the Head Office by Mr. A. W. Maitland, of the Hongkong and Shanghai Bank;

JNO. D. HUMPHREYS, General Manager.

Hongkong, 1st May 1888,

31st December, 1887. LIABILITIES.

Capital account, 3,800 Shares.....\$380,000.00 Local and General Liabilities ; Bills Payable any trial, as both vessels are Chinese, and the Unclaimed Dividends 401.00 Permanent Reserve Fund..... \$,000.00 Profit and Loss, forward...\$ 2,730.09 do. 62,081.38

8555,797-74 Building Improvements

Goodwill and Trade Marks 100,000,00 Bills of Parcels-Amounts due from Customers Cash Balances 1,845.48 Investments in Public Companies-

North China Insurance Hongkong Fire Insurance Fire Insurance (Balance of Premia). Leascholds (Business Premises) Sundry Debtors Branch Adjustment account.... Ad interim dividend of 61 per cent.) payable in November, 1887

PROFITS AND LOSS. To Depreciation account " General Manager..... Balance

CONTRA. By Balance forward .. Net Earnings in Hongkong, China,

INO. D. HUMPHREYS, General Manager. I have compared the Books and Vouchers at the Head Office, and Returns from the different

\$ 70,271.90

A. W. MATTLAND, Auditor Hongkong, 1st May, 1888.

Branches with the above statement, and found

MANSLAUGHTER, IN THIRD STREET.

Yesterday the Police received information of the death, by violence, of a Chinaman in Third Street, committed by two of his countrymen on Sunday last. On the 26th ult, the victim whose name was Tsz Afuk, about 40, years of age, arrived in Hongkong in search of employment. He, was soon met by boarding bouse runners who took him to No. 53 Third Street where there were other coolies, and asked if he would go to a foreign country-which he refused. This house was full of other coolies who had either been entrapped into the house, or had gone there voluntarily with the purpose of ultimately embarking for Singapore. On the 28th or 29th ult. the man Tsz Afuk was again asked if he would consent to embark along with the others, and on his steady refusal was then triced up by the hands to the rafters of the house and left hanging there some two or three hours, at the end of which time his gaolers visited him to find life extinct. The two men then thought to bury him secretly and thus avoid all unpleasant consequences. A coffin was procured, and reporting that deceased had died of fever the body was duly conveyed to the burial ground at Mount Davis, and committed to mother Earth. The murderers then released the other coolies and permitted them to go home, but some of them hefore leaving informed the police of what they had seen and lieard, and the result was that the perpetrators of the deed were arrested and the body exhimed and sent to the Government mortuary at 8 o'clock last night,

A coroner's inquest on the remains of Tsz Afuk was held this afternoon, and adjourned till Saturday next.

A COLLISION IN THE SHANGHAI RIVER.

A CHINESE CORVETTE SINKS THE C.M.S.N

Co.'s STRAMER "KWANGCHL" On the afternoon of the 28th ulto, shortly after three o'clock as the C.M.S.N. Company's steamer Kwangchi was coming up the river, bound in from Newchwang, via Chefoo, and when about opposite the Soochow Creek she was run into by the Chinese corvette Naushin. From what we can gather there was nothing, in the way that would cause any difficulty in the navigation of either vessel. The corvette had plenty of room to give the Kwangchi a wide berth. First the corvette blew two whistles, which was replied to by the Kavangchi. Soon after she blew one whistle, this was replied to by the Kwangchi and she posted, heading for the Soochow -Creek ;--a-good-strong-flood-was-running-atthe time. The corveite, however, ran clean into her port side, nearly amidships, and those on shore looking on thought the Kwangchi would be cut in two, but fortunately she kept affoat for some time. The main-mast of the Kwangchi came down with a crash smashing her starboard after boat and other things it came into contact with. It was broken off, close to the hurricane deck, and when we saw it, it was in three pieces. There was also a hole about six or eight inches wide and two or three feet in length in her port side. The corvette cleared herself and steamed off down the river as if

nothing occurred, but she left her iron martingale, with some chain guys attached to it, on the deckof the Kwangchi. After the collision, the Captain hold, and five inches of water was found there, and orders were at once given to use the pumps; and it was thought at the time that she was not making much water, and the steamer made her way up to the Kin-lee-yuen Wharves, when she turned round. It was soon observable that she was settling down aft, and they hastened to beach her on the Pootung shore, where she now lies opposite the Soochow Creek. The harbour master was soon on board, and her anchors were got out ahead, and everything that was possible was done to keep her from sliding down into deep water. Her fore compartment and engineroom is free of water. She has a valuable cargo of silk and other. Newchwang goods on board. It was almost miraculous that no one was injured, as there were a number of passengers on deck when the mast fell. Lighters were soon alongside and every means was taken to save her cargo, which they were rapidly discharging when we left her. It is expected that the hole will be plugged up, and that she will he in dock by about 2 o'clock to morrow morning, The Chinese corvette was bound down the

Nanshin being a government vessel," we are afraid the C. M. S. N. Co. will be the sufferers. –Shanghai Mercury. The Courier of the 30th ulto, adds the following particulars :- The Kwangchi, which was beached on Pootung Point on the 28th ulto., has since been safely docked. The holes in her side were plugged up, when the tide fell in the afternoon, and early on Saturday morning she floated off and was taken into the Old Dock, where she now is. It was found that there are several small holes in some of the plates, and there is a big bulge and a number of smaller ones in her side, whilst a lot of rivets have been knocked out. Only two of the frames are broken, but a number of others were so twisted out of shape that they will have

river, having just been undergoing repairs at

Kiangnan Arsenal. Nearly all the cargo in the

after-hold of the Kwangchi is damaged. She is in

command of Capt. Danielson. - It is impossible

to find out the full amount of damage till the

case is tried; but it is doubtful if there will be

to be renewed. We hear the Captain of the Chinese corvette which ran into her, has expressed his willingness to pay the damage done to the Kwanechi. TIENTSIN.

> (FROM OUR OWN CORRESPONDENT.) ... April 21ste

The season is advancing rapidly and the trees are putting forth leaves. Last week we had a two days rain, which I have never known to occur before in the month of April during an experience of over 25 years. It is thought by some that the climate is changing considerably, 3,600.00 but there is no evidence of permanency in any. 64,811.47 -thing-of this kind that has yet occurred. Although the season is advancing, there seems to \$ 70,271,00 be less sickness among the native population than there was some weeks ago. It is the season of dust storms, and the air is frequently burdened with local dust from the plains, but as yet we have had no dust, coming in clouds from a distance "on the wings of the wind," and obscuring the whole heavens as is sometimes the case in the spring.

The railroad is progressing up the river towards Tientsin, and is expected to be completed in the course of two or three months. Building is active, several houses being in process of erection, Activity seems to characterise the place at

. I hear that encouraging word comes from the silver mining region, and that there is good hope of successful operations there soon - N. C. Dally News,

Banks.

RULES OF THE

HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.-SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONG-KONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances. 5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented

with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

.-WITHIDRAWALS may be made on demand, the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are

FOR THE HUNGKONG AND SHANGHAI BANKING CORPORATION, T. JACKSON,

Chiel Manager. denskang, 1st September, 1887.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

.AUTHORISED CAPITAL£2,000,000.

Registered Office, 40, THREADNEEDLE STREET,

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT. Buys and Sells BILLS OF EXCHANGE SSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS: Fixed for 12 months, 5 per Cent per Annum;

ON CURRENT DEPOSIT ACCOUNTS 2 per Cent, per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE

E. W. RUTTER, Manager.

7,500,000

HONGKONG BRANCH. HONGKONG AND SHANGHAI

BANKING CORPORATION. PAID-UP CAPITAL\$7,500,000. RESERVE FUND 3,900,000. RESERVE LIABILITY OF }

PROPRIETORS

COURT OF DIRECTORS :--CHAIRMAN-Hon. JOHN BELL-IRVING. DEPUTY CHAIRMAN-W. H. FORBES, Etq. C, D. BOTTOMLEY, Esq. | S.C. MICHAELSEN, Esq. W. G. BRODIE, Esq. J. S. MOSES, Esq. H. L. DALRYMPLE, Esq. L. POESNECKER. Esq. N. A. SIEBS, Esq. J. A. SIEBS, Esq. J. J. S. MOSES, Esq. J. D. A. SIEBS, Esq. J. J. S. MOSES, Esq. J. MOSES, Esq. J. S. MOSES, Esq. J. MOSES Hon. A. P. McEwen. E. A. Solomon, Esq.

CHIEF MANAGER MANAGER HONOKONG-THOMAS JACKSON, Esq.

MANAGER. SHANGHAI-EWEN CAMERON, Esq. LONDON BANKERS-LONDON AND COUNTY BANK.

HONGKONG-INTEREST ALLOWED. IN CURRENT DEPOSIT ACCOUNT at the rate of a per cent, per Annum on the daily balance.

ON FIXED DEPOSITS !-For 3 months, 3 per Cent. per Annum. For 6 months, 4 per Cent per Annum, For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED. CREDITS granted on approved Securities, every description of BANKING and EXCHANGE business transacted. DRAFTS granted on London, and the chief

commercial places in Europe, India, Australia, America, China and Japan. T. JACKSON, Chief Manager.

Hongkong, 25th April, 1888.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

CHIPMASTERS AND ENGINEERS are respectfully informed that if upon their arrival in this HARBOUR, none of the COMPANY'S, FOREMEN should be at hand ORDERS FOR REPAIRS, if sent to the HEAD Office; No. 14; Praya Central, will receive

prompt attention. In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

Hongkong, 13rd April, 1888. Hongkong, 25th August, 1885.

Intimations.

HAVE RECEIVED

MATERIALS FOR LADIES AND CHILDREN'S SPRING AND SUMMER DRESSES,

IN NEW DESIGNS.

Also, A LARGE STOCK OF LADIES' AND CHILDREN'S STRAW HATS.

THE "SAILOR HAT" FOR LADIES, IN ALL KINDS OF STRAW & COLOUR

ROSE & CO. 37. & 39. QUEEN'S ROAD, HONGKONG.

Hongkong, 7th April, 1888

KELLY & WALSH, LD

CEATON'S Manual of Marine Engineering. Haswell's Pocket Book. Winton's Modern Steam Practice and Cassell's Family Physician. Ganot's Physics. Men of the Time-latest edition. notes on Shooting. Men of the Reign, companion volume to Men Cassell's Book of Sports and Pastimes. of the Time, containing biographies of dis- Bartlett's Familiar Quotations. tinguished men who have died during the Crabbe's English Synonyms.

Victorian Era. Culley's Hand Book of Practical Telegraphy. Cassell's Manual of Surgery. Lecky's Wrinkles in Practical Navigation.

Gordon's Electricity and Magnetism. Bryant and Stratton's Interest Tables, from one dollar to one hundred thousand dollars, and from one day to 4 years, at 7.6.5 and 1 per cent. Lee's Laws of Shipping & Insurance.

Beard and Rockwell's Medical and Surgical Electricity. Thomson's Gardener's Assistant. Beeton's Book of Garden Management. Lownde's Law of General Average, 1888 Edition. Johnston's General Gazateer.

and Strength of Materials. Phillip's & Banermann's Elements of Metallurgy. Du Money's Electricity as a Motive Power. PAID UP CAPITAL 500,000 The A 1. Telegraph-Gode; an enlargement of Tower's Useful Things to know about Steam the A B C Code.

Hopkin's Average and Arbitration. Arnold's Law of Marine Insurance.

Engineering. Deschanel's Natural Philosophy. Greener's The Gun and its development, with

Roget's Thesaurus of Words. Hutchinson's Practice of Banking. Turner's Guide to Commercial Knowledge, containing an explanation of Terms and Practices in daily use in the Office, Bank, Warehouse, &c., 75 Cents.

Practical and Inductive Book-keeping, adapted to the use of Schools and for self-tuition, with special reference to the Methods obtaining in China, by J. L. Hart-Milner. The Portfolio Volume for 1887. Youatt, on the Horse. Stonehenge, on the Dog. Every Man his own Mechanic.

Every Man his own Lawyer.' ** ** Todhunter & Pearson's History of the Elasticity Livery Body's Lawyer. The Thrift Book. Thomson's Dictionary of Domestic Medicine. Boilers. ...

Kemp's Hand Book of Electrical Testing. Griffin's Chemical Testing of Wines and Spirits.

ROBERT LANG& CO.

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS. $G \circ O$

Ulster Tweeds.

TALL SILK HATS. Drab Felt Hats. Black, Brown Drab and Grey Hard Falt Hate. Term and other Soft Felts. Tweed Hats and Caps in New Shapes.

Straw Hats and Pith Hats. Silk Umbrellas from \$5 each, over 100 to choose from A large assortment of Walking

Chair Aprons. Mauds.

Waterproof Coats, Leggings & Travelling Rugs and Scotch Black, Blue and Brown Fancy and Diagonal Coatings. Fancy & Check Tweed Suitings. Trouserings in great variety of Stripes, Checks and Plain. Cricketing Flannel, Stripes Checks and Plain.

Fine Black Diagonal & Cork-

White and Fancy Vestings. French Printed Shirtings. Unshrinkable Flannel. Ready Made Ulsters in Stock. Solid Leather Portmanteaus.

Over Coatings, Light & Heavy. | Overland Trunks, Gladstone Bags, and a variety of Travel-Hing Carediall sing Jummer Under Vests and Pants. Silk Half-Hose, Black, Navy and Colors. Lamb's Wool Merino and Lisle Thread Half-Hose.

White Dress Spirts. Lacing & Elastic-side Walking . Boots and Shoes, Shooting Boots, Rubber Boots. Patent Leather Boots & Shoes. Dancing Pumps, all sizes. Large Stock of Scarfs, Ties,

Handkerchiefs, Braces, &c. ROBT. LANG & CO.

Hongkong, 22nd February, 1888

APENRADE ACTIEN BRAUEREI.

APENRADE BEER, in Quarts and Pints.

BERGEDORF VEREINS BRAUEREL

BERGEDORF BEER in Quarts and Pints.

Queen's Road, 14.

HEUERMANN, HERBST & CO.

EXPORT BIER BRAUEREI, DREWS L & Co., Gaarden, near Kiel.

IMPERIAL BEER, Quarts and Pints. KIELER EXPORT LAGER BEER.

BREWERY "BAVARIA" MUNICH. HACKERBRAEU in Quarts and Pints. Celebrated Champagne, Rhine and Moselle Wines, Excelsior Champagne, Carte d'Or, Carte Blanche, Moselle Mousseux, Laubenheimer, Geisenheimer, Rauenthaler, Josefshofer, Berneastler Doctor, &c.

Now on view, for the first time imported to this Colony: S P, L E N D I D PIANOS LENGT With Mechanism for transposing for the accompaniment of singing or other instruments. _HEUERMANN, HERBST & CO.

Hongkong, 10th January, 1888.

LANE, CRAWFORD & CO. NEW GOODS.

TLEUSS PATENT HAND ICE MAKING MACHINE. AMERICAN ICE CREAM FREEZERS.

COFFEE MACHINES. GARDEN SYRINGES: 1 AGATE COOKING UTENSILS. LLMON SQUEEZERS. :

HINKS DUPLEX CHANDELIER LAMPS. " BELGIC 60 CANDLE POWER HANGING LAMPS. COFFEE ROASTERS. COCKROACH TRAPS. VEGETABLE STRAINERS, RAIN COATS. DESSERT SET.

RUBBER SEA BOOTS. --- SMITH'S GLASGOW TOBACCOS.

Hongkong, 28th April, 1888.

LIUTTON'S Engineer's Handbook.

Reed's Wood's Steam Engine Indicator.

Steam Yachts and Launches, Macgregor's Engineer's Almanack. Commander Martin's Navigation and Nautical Astronomy. Leckie's Wrinkles in Navigation.

Lounde's of Law of General Average. Handbook of Volupuk, ... New Exchange Tables 2/8 to 3/2... Chamber's Encyclopædia, new ed.
Library Dictionary & Call.

Vulcanite Set Squares and T Squares. Renshaw Tennis Bats. Meerchaum Pipes Cigar and Cigarette Holders. Pocket Books and Card Cases. Photograph France and Albums in great variety. Ladies' Handbags in new designs. The New Wicker Workbasket lined Satin. Mathematical Instruments in great variety. New Sketches Framed and Unframed.

Handpainted Silk Fans. European Account Books. Blotting Pads.
Large quantities of Cheap Literature. New Songs II-fine St. New Dance Music., hive in a troub!

Handsome Feather Fans.

W. BREWER, under hongrong hotel.

To be Net.

TO BE LET.

SEMI-DETACHED HOUSE in Richmond Terrace,—containing 6 Comfortable Rooms, 3 Bath Rooms and convenient Out

A New Story has just been added to the Servants' Quarters.

MR. JOHN WILLMOTT. Hongkong Dispensary.

Hongkong, 24th April, 1888. TO LET.

TO OOMS in "COLLEGE CHAMBERS."

GODOWN in ICE House Lane, lately occupied by Messis. BUTTERFIELD & SWIRE, from the 1st August.

Apply to DAVID SASSOON, SONS & Co. Hongkong, and May, 1888.

MACAO.

TO BE LET UNFURNISHED OR PARTLY FURNISHED.

BUNGALOW, opposite the Public Gardens, at the western end of the Praya Grande. Excellent water supply, and Servants quarters attached. Rent very moderate. Apply to

A. A. DR MELLO & Co., Macao.

Macao, 3rd April, 1888. TO LET.

TO. 6. WEST TERRACE presently occupied N .. by the Rev. W. Jennings.

G. C. ANDERSON. 13. Praya Central. Hongkong, 25th April, 1888.

TO LET. COMMODIOUS Suit of OFFICES in the ICE HOUSE BUILDINGS. Apply to

G. C. ANDERSON, 13, Praya Central. Hongkong, 22nd March, 1888.

Insurances.

GENERAL NOTICE. THE ON TAI INSURANCE COMPANY,

(LIMITED.) CAPITAL TAELS 600,000, \$833,333.35. EQUAL TO

RESERVE FUND \$240,000,00. BOARD OF DIRECTORS. LEF SING, Esq. 4 Lo Yruk Moon, Esq. LOU TSO SHUN, Esq.

MARINE RISKS on GOODS, &c., taken IVI at CURRENT RATES to all parts of the

HEAD OFFICE, 8 & 9, PRAYA WEST. Hongkong, 17th December, 1885.

NOTICE. THE MAN ON INSURANCE COMPANY

LIMITED. CAPITAL SUBSCRIBED......\$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS. '&c. Policies granted to all Parts of the world payable at any of its Agencies. WOO LIN YUEN,

Secretary. HEAD OFFICE, NO. 2, QUEEN'S ROAD WEST. Hongkong, 1st February, 1882.

Shipping.

STEAMERS.

STEAM TO BOMBAY, VIA STRAITS. THE P. & O. S. N. Co.'s Steamship

"LOMBARDY" will leave for the above places TO-MORROW, the 4th instant, at 3 P.M.

E. L. WOODIN. Superintendent. Hongkong, 1st May, 1888. FOR SHANGHAI, KOBE AND

YOKOHAMA. THE Steamship

"NEW GUINEA," Wale, Commander, will be despatched for the above Ports, TO-MORROW, the 4th May. For Freight or Passage, apply to ADAMSON, BELL. & Co.,

Hongkong, 26th April, 1888. STEAM TO YOKOHAMA. VIA NAGASAKI AND KOBE. (PASSING THROUGH THE INLAND SEA.) THE P. & O. S. N. Co.'s Steamship

"HYDASPES" will leave for the above places on TUESDAY, the 8th May, at DAYLIGHT. This Steamer has most superior Accommodation for Passengers, both 1st and 2nd Saloon, and has the Electric Light.

For Freight or Passage, apply to E. L. WOODIN, Superintendent. Hongkong, 21st April, 1888.

_LIMITED. FOR PORT DARWIN, SYDNEY AND MELBOURNE. THE Company's Steamship

"CHINGTU," Arthur, Commander, will be despatched as above, on SATURDAY, the 12th instant, at DAYLIGHT. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Reirigerating chamber ensures the supply of fresh provisions during the entire soyage. A duly qualified Surgeon is carried. For Freight or l'assage, apply to BUTTERFIELD & SWIRE,

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL THE Steamship

"STRATHLEVEN," C. W. Pearson, Commander, will be despatched for the above Port, on or about the 12th inst. For Freight or Passage, apply to ADAMSON, BELL & Co.,

Hongkong, 3rd May, 1888. AUSTRO-HUNGARIAN LLOYD'S STEAM **NAVIGATION COMPANY:**

STEAM FOR SINGAPORE, PENANG

COLOMBO, BOMBAY, ADEN, SUEZ,

PORT SAID, BRINDISI, AND TRIESTE. (Taking Cargo at through rates to CALCUTTA Madras, Persian Gulf, Black Ska, LEVANT, and ADRIATIC PORTS).

"BERENICE,"

THE Company's Steamship

Captain E. Perini, will be despatched as abo on THURSDAY, the 10th May, at NOON. For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH. Hongkong, 30th April, 1888.

SAILING VESSELS.

FOR NEW YORK. THE 3/3 L. I. I. American Ship

C. H. Allyn, Master, will load here for "the above Port; and will have a quick despatch.

For Freight, apply to PUSTAU & Co. Hongkong, 8th March, 1888.

FOR SAN FRANCISCO. THE American Ship "PACTOLUS."

Port, and will have quick despatch. For Freight, apply to RUSSELL, &. Co. Hongkong, 6th April, 1888.

Burnham, Master, will load here for the above

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO. ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, VENICE, AND LONDON:

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.-CARGO CAN BE TAKEN ON THEOUGH BILLS OF LADING FOR BATAVIA, PERSIAN HAMBURG, None Transcer, TRIESTE,

THE PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY'S Steamship "TEHERAN," Captain F.H. Seymour, with Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 5th May, Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until

4 P.M., on the day before sailing. Ten, Silk and Valuables for Europe will be transhipped at Colombo; and General Cargo at Bombay, arriving one week later than by the direct route via Colombo. For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL

STRAM NAVIGATION COMPANY'S Office, Hong-The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's

Black Bills of Lading. E. L. WOODIN,

Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 26th April, 1888 U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, VIA OVER

LAND RAILWAYS, AND TOUCHING

AT YOKOHAMA, AND SAN FRANCISCO.

THE-U.S.-Mail-Steamship --"CITY OF RIO DE JANEIRO" ~ will be despatched for San Francisco, vid Yokohama, on SATURDAY, the 19th May, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic lines of Steamers. First-class Fares granted as follows :---To San Francisco......\$200.00 To San Francisco and return, } available for 6 months...... To Liverpool...... 325.00 To London 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application. It was in the wife in the same with Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice verse) within one year will be allowed a

discount of 10 per cent. This allowance does

not apply to through fares from China and

Japan to Europe. A. f. Sentimination) with re-Freight will be received on board until 4.P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day all Parcel Packages should be marked to ad- not apply to through fares from China and dress in full ; value of same is required. Consular Involces to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company' Offices in Sealed Envelopes, siddressed to the

Collector of Customs at San Francisco For further information as to Passage and Freight, apply to the Agency of the Company No JoA Queen's Road Central C. D. HARMAN,

Agent

Mails.

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"ZAMBESI," 2,431 Tons Register, Tiddy, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, via KOBE, and YOKOHAMA, on TUESDAY, the 8th May,

at THREE P.M. To be followed by the S. S. " BATAVIA" on 15th May, S. S. "PORT ADELAIDE" on 1st June, and S. S. "PARTHIA" on the 21st June. Connection will be made at Yokohama with Steamers from Shanghai and Japan, Ports, and at Valicouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company, and other Steamers. (1) (1) (2) (2) (2) Through Passage Tickets granted to England,

of Steamerso and temperated to other alter-To all Common Points in Canada }

To Liverpool 300.00 To other European Points at proportionate rates. Special reduced rates granted to Officers

of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application. Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to

Vancouver, B.C. Freight will be received on board until 4 P.M. on the 7th May. Hard All Parcels must be sent to our Office and should be marked to address in full; and the

ADAMSON, BELL & Co.,

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR 'SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG,

O'YALTIMARANI ... ROSTON. GALVESTON, AND SOUTH

SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

ON WEDNESDAY, the 9th day of May, 1888, at 4 P.M., the Company's Steamship 1888, at 4 P.M., the Company's Steamship "BAYERN," Captain R. Sander, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at GENOA. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 8th

May, 1888. (Parcels are not to be sent on board; they must be left at the AGENT's Office). Contents and Value of Packages are required. The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Agents. Hongkong, 13th April, 1888,

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

THE OVERLAND RAILWAYS AND arrays of affection ATLANTIC AND OTHER CONNECTING

THEOCEANIC HE SEED OF THE at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, J. A. All PARCEL PACKAGES should be marked to address in full i and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing, may the said and of First-class Fares granted as follows :---

To London 330.00 To other European: Points: at eproportionate rates. Special reduced rates granted to Officers' of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on

Total to Buropentida Lock his your lut where Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's

San Francisco information as to Freight or Passago, apply to the Agency of the Company, No. tol. Queen's Road Central. C. D. HARMAN,

France; and Germany by all trans-Atlantic lines

Mr. D. E. BROWN, District Freight Agent,

same will be received by us until 5 P.M. the day previous to sailing. For information as to Passage or Freight,

Hongkong, 30th April, 1888.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

- AMERICAN PORTS. THE COMPANY'S STRAMERS WILL CALL AT

N.B.—Cargo can be taken on through Bills of Lading for the principal places in

For further Particulars, apply to MELCHERS & Co.,

OCCIDENTAL AND ORIENTAL STEAM- WIN SHIP: COMPANY, quanto be

CENTRAL AND SOUTH AMERICA, AND EUROPE: Stor to red win it to be assent the

THE Steamship will be despatched for San Francisco. vid Yokohama, on THURSDAY, the 10th May,

To San Francisco To San OFrancisco and return, available for 6 months......

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or: vice weren) within one year will, be allowed a liscount of so per cent. This allowance does

Offices, addressed to the Collector of Customs.

Hangkong, 24th April, 1888,